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25 NOV 1957

9-8909

MEMORANDUM FOR: Chief of Staff, United States Air Force
Washington, D. C.

ATTENTION: Chief, Subsidiary Plans Division, Team B

SUBJECT: Assignment of Aircraft

1. The purpose of this memorandum is to confirm telephone conversation between Major William Mullen, your Headquarters, and [redacted] this Agency, regarding a replacement for C-47 aircraft, [redacted] which is staff-assigned to this organization.

2. For operational reasons, it has been determined that an aircraft with greater speed, range, and cargo-carrying capability is required. Therefore, it is requested that necessary action be taken to have one C-131E type aircraft staff-assigned to this Agency.

3. Your assistance in this matter would be greatly appreciated.

C. P. CABELL
Lieutenant General, USAF
Deputy Director

CONCUR:

[redacted]
Deputy Director (Plans)

PP/ [redacted]
13 November 1957

18 Nov 1957
Date

CONCUR:

[redacted]
Deputy Director
(Support)

NOV 21 1957

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DD/P-2-6125

14 NOV 1957

MEMORANDUM FOR: Deputy Director of Central Intelligence
VIA: Deputy Director (Plans)
SUBJECT: Replacement of Aircraft

1. It is recommended that the attached memorandum to the Chief of Staff, United States Air Force, be signed by the Deputy Director of Central Intelligence.

2. The proposal to replace the C-47 with a more suitable aircraft is timely and, if approved, will add considerably to the airlift and training capability of headquarters-assigned aircraft, with a resultant increase in flight safety characteristics. The ever increasing requirements for airlift support of high priority projects and training flights conducted by the Office of Training have taxed the capability of the C-47 and it has been necessary, in many cases, to obtain an aircraft from the United States Air Force to satisfy Agency needs. It is felt that assignment of a C-131E type aircraft, which has greater speed, range, and cargo-carrying capability, will satisfy Agency needs without substantial increase in cost.



Acting Chief
Psychological and Paramilitary Staff

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Attachments:

1. Memorandum from D/TR to DDCI, dated 7 November 1957,
Subject: Acquisition of C-131E Aircraft
2. Memorandum from DDCI to Chief of Staff, USAF,
Subject: Assignment of Aircraft

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MEMORANDUM FOR: Deputy Director of Central Intelligence

SUBJECT: Acquisition of C-131 E Aircraft

1. This memorandum requests action on the part of the DDCI. Such action is contained in Paragraph 5.

2. During the past five years, the Office of Training has used an assigned C-47 aircraft to provide air support to its training activities. Recently requirements for air support from [redacted] Training have increased in magnitude, particularly in those areas involving diversified flights. Experience in fulfilling these requirements has shown the C-47 to be inadequate for the purposes desired.

1. KSL

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that the in-commission rate of the C-131 E is considerably higher than that of the C-47; and that the cargo carrying capability of the C-131 E is considerably higher than that of the C-47 (see Tab A). The increased safety of flight and air lift capabilities determined from this review support a request to the United States Air Force to replace the C-47 aircraft with a C-131 E.

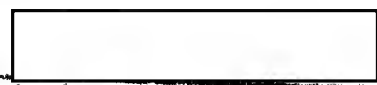
5. It is recommended that the USAF be requested to replace the presently assigned C-47. A proposed letter is attached for your signature.

MATTHEW BAIRD
Director of Training



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COMBULE:



Deputy Director (Support)

NOV 22 1957

Recommendation in Paragraph 5 above is approved:

[Handwritten signature]

Deputy Director of Central Intelligence

25 NOV 1957

OER/ :kp (4Nov57)

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TAB A

1. The following is an analysis of the capabilities and cooperative cost of operation for the C-47, C-131 E, and C-54:

a. Basic factors governing computation of the maximum loads of the aircraft are as follows:

(1) Civil Aeronautics Administration specifications of a minimum rate of climb of 200 feet per minute on take-off with one engine inoperative was established as a basic factor for determining maximum gross weights of the aircraft.

(2) Air Force Technical Orders were utilized to determine the maximum gross weight at which the aircraft could climb 200 feet per minute on take-off with one engine inoperative.

(3) All computations were made for standard atmospheric conditions at sea level.

(4) Operational ranges are based on a no wind condition.

b. Operational data is as follows:

(1) Range with full fuel load in aircraft with basic configuration:

C-47	C-131 E	C-54
1215 Nautical Miles	2250 Nautical Miles	3110 Nautical Miles

(2) Payload with full fuel load:

C-47	C-131 E	C-54
63165 Pounds	6350 Pounds	6250 Pounds

*This is based on a gross weight of 27,900 pounds and CAA authorizes a maximum gross weight 25,200 pounds due to poor single engine performance.

(3) Average true airspeed of aircraft:

C-47	C-131 E	C-54
135 knots	225 knots	184 knots

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(4) Maximum payload with fuel required for 1000 nautical miles flight:

C-47	C-131 E	C-54
3165 Pounds	10,990 Pounds	20,065 Pounds

(5) Time required for 1000 nautical mile flight:

C-47	C-131 E	C-54
7 hours 32 minutes	4 hours 30 minutes	5 hours 24 minutes

(6) Cost of 1000 nautical mile flight utilizing Air Force charges with no other factors involved:

C-47	C-131 E	C-54
\$715.35	\$787.50	\$999.00

(7) Average cost of round trip to

C-47	C-131 E	C-54
\$168.65	\$175.00	\$246.05
(Flying time 1 hr. 40 min.)	(Flying time 1 hour)	(Flying time 1 hr. 20 min.)

(8) Cost of round trip to the west coast utilizing an average wind component for the months of February, March and April:

C-47	C-131 E	C-54
\$2908.40	\$3177.00	\$3972.50
(Flying time 30.62 hrs.)	(Flying time 18.16 hours)	(Flying time 22.7 hours)

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